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SOURCE Saobraca (Communications), Vol III, No 10, 1948. (Information requested.)DEVELOPMENT OF TRANSPORTATION ON THE BROKO-BANOVICI LINES

According to plan, the building of the Broko-Banovici line through northern Bosnia should have been completed by 29 November 1946 in one sixth the usual time but actually it was finished ahead of schedule. Transport of freight began in November 1946. Workers' trains carrying local passengers had used the line much earlier, but heavy autumn rains which flooded the roadbed delayed regular rail traffic for 3 months. The line was opened to public transportation 1 February 1947.

Thus far one round-trip train has been sufficient for passenger service, as the people of that district are unaccustomed to train travel and do not feel the need of it. The passengers almost all go to and from the mining and industrial region in the interior.

Passengers change from standard to narrow gauge at the Sicski Brod junction. For direct connection of passengers from Tuzla and Kreka with a train of standard gauge and vice versa, a local train of narrow gauge runs from Tuzla to the junction at Sicski Brod.

Since 15 August a local train of standard gauge has run between the Bosanska Poljana station and Nova Kreka (5 kilometers), connecting with the Vinkovci-Banovici train. This local train has two third-class cars which run directly between the Nova Kreka station and Vinkovci. These cars from the local train from Kreka are added to the train for Vinkovci at Bosanska Poljana, and removed from the train from Vinkovci in Bosanska Poljana and added to the local for Nova Kreka.

There is no station in Sicski Brod, nor any other building, except a shanty for dispatching trains, handling signals, etc. Tickets are not sold here, but must be bought on the train. Next year, when the Tuzla-Dobojski track is to be made standard, Sicski Brod will be abandoned and the narrow track taken up. Passengers will use the Bosanska Poljana station, through which will pass the Tuzla-Dobojski standard track, and which is now 1200 meters from the Sicski Brod junction, paralleling the present narrow track at a distance of 500-600 meters.

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This summer this track became one of our most important freight lines, with 12 to 14 round trips daily. Not all of the production of the region is carried on this line; one fourth goes by narrow gauge to Bosnia, Herzegovina, Montenegro, and West Serbia.

By May standard track was finished as far as Kreka, and by now as far as Bukinje, and coal from these mines is loaded directly onto standard track. Besides coal, salt, alcohol, bricks, and railroad rails are loaded in Kreka. The station has been planned to fill the needs of the development of mining, industry, and transportation in Kreka which will result when the rail lines are extended from Tuzla to Valjevo and Belgrade and from Doboï to Banjaluka. The Kreka station now loads about 70 cars daily on narrow track, and Bukinje loads about 50 cars daily on standard and 20 cars on narrow track.

On the other side of Sicski Brod, toward Doboï, the most important loading places are Lukavac, which produces caustic soda, and Puraöic, with a daily capacity of about 30 cars of coal.

There is not much loading between Broko and Zivinice, but in Zivinice an average of 50 cars are loaded daily with coal, firewood, and lumber. About 30 standard cars daily or 900 per month leave here. The rest goes by narrow gauge to Bosnia and Herzegovina: to Bukinje by narrow forest track, and from Bukinje by .76-gauge state railway. In Zivinice great quantities of gravel for railroad use are also loaded. A third of this line is graveled with stone from Zivinice.

The Banovici station loads only standard cars. It now loads 90-100 cars of coal daily, or nearly 3,000 cars per month. Separation takes place in Zenica, which has a capacity of about 150 cars daily. The Banovici coal mine is about 8 kilometers from the railway station. Coal is brought down by .76-gauge track. Separation takes place in the Banovici station. Its narrow track and railway equipment belong to the Directorate of Mines, whose personnel service them.

The coal is black, and of first quality. It is found in great quantities on the surface. Coal-mine production is increasing every day, and should reach a rate of 150 cars daily, the present separation capacity. The rate has been retarded somewhat by lack of railway equipment on the Directorate's narrow track, which carries the coal from the mine to separation but this is being improved. Soon Banovici will put six trains a day on the Youth line, including three trains from Vinkovci (or Broko) on.

A train on this line consists of the average of 25 full cars, because of the 22 percent grade at the Tinja station. A locomotive (Series 33) pulls it, and at Tinja all loaded trains are pushed. Trains carry about 600 tons, sometimes more.

The Kreka-Banovici-Puraöic area ships about 300 carloads daily or 10,000 per month, of various merchandise, over three fourths of which is carried by the Youth line toward Vinkovci, and which amounts to 60 percent of its carrying capacity. Loading in narrow cars at Puraöic, Lukavac, and Tuzla, and soon at Kreka and Bukinja, permits reloading at Sicski Brod, the daily capacity of which is 150 cars, or 4,000 monthly. This reloading has prevented a bottleneck in Bosanski Brod and Slavonski Brod and in the line from Brod to Vinkovci and Novska, which would among other things have interfered with the building of the Samac-Sarajevo line. Usually trains from stations in the Kreka-Banovici-Puraöic area leave fully loaded; others are filled in the Bosanska Poljana station with reloaded cargo from Sicski Brod. These trains go to Vinkovci and from there westward. If they go eastward they go only to the newly-built freight station of Vrapcana, 5.5 kilometers from Vinkovci in the direction of Banovici. In Vrapcana they are made up into two trains and proceed via the Triangle, via Mirkovci, for the Bačka, the Banat, or Belgrade without going to the Vinkovci station. Combining the freight of two trains

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into one will also be possible at Breko as soon as the alternate Vinkovci-Breko track is finished. By planned routing, trains for the west can go through Vinkovci without handling or much delay, and trains for the east do not enter the Vinkovci station. If freight were not routed to Vraposna they could not take advantage of this. All trains would have to go to Vinkovci, be remade there, which would often be impossible, and then they would be halted at or near Vinkovci.

The line was built as a continuation of the future Vinkovci-Breko line. It has 14 new stations: Breko Novo, Bukovac, Bukvik, Bosanska Bijela, Spionica, Srebrnik, Daboki Potok, Tinja, Dobrnja, Bosanska Poljana, Ljubase Kiseljak, Zivinice, Donja Visca, and Banovici.

The line from Vinkovci is 139.9 kilometers long, and that from Breko to Banovici is 88.3 kilometers long.

Sicaki Brod is a junction where standard and narrow-gauge track meet. It is located at 116 plus 100 kilometers on the standard track between Dobrnja and Bosanska Poljana, and on the narrow track between the Bistarac and Bukinje stations. It is 1200 meters from Bosanska Poljana. At this junction, at 115 plus 600 kilometers there are reloading tracks. Standardization of the track at Kreka and Bukinje greatly decreases the need for reloading, which will be entirely eliminated by the standardization of the Tuzla-Doboj track, if not by the building of the Samac-Sarajevo line.

The grade reaches 22.5 percent at the Tinja station, between Tinja and Dobrnja, and in a dip toward Dobrnja. The upper bed was built as on the best and most important Yugoslav rail lines. The reinforcement of the earth and the graveling of the lower part of the bed are very solid, and during 1947 the track was capable of supporting a speed of 50 kilometers, which is more than necessary, as our freight trains nowhere use such speed. The longest of the three tunnels through which the line passes is in the Majevica highland (3972 meters) at the point of steepest grade at the Tinja station.

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